FilmL.A., Inc.
6255 W Sunset Blvd, 12th Floor
Hollywood, CA 90028
t: (213)977-8600 - f: (213)977-8601
www.filmla.com

Summary Information

Permit No: F00139255-L **Type of Permit:** FILMING **Release Date:** 07/30/2018

Production Company AZUL PRODUCTIONS/FOX SEARCHLIGHT

Insured Company Name AZUL PRODUCTIONS/FOX SEARCHLIGHT

Contact Phone No. 1 323-468-4610
Contact Phone No. 2 310-720-1022
Fax
Address 1438 N. GOWER ST., BLDG. 42, 1ST FLOOR
LOS ANGELES, California 90028

Production Title UNTITLED NOAH HAWLEY PROJECT

Type of Production Feature

Producer Molly Allen

Director Noah Hawley

1st AD Donald Murphy

Production Manager John Cameron

FilmL.A. Coordinator Adrian Fayad

Location Manager Jennifer Dunne
Primary Phone Mobile - 310-720-1022
Secondary Phone

Location Assistant Nathan Stein
Primary Phone Mobile - 818-634-5650
Secondary Phone

Fees

FILMLA NON-REFUNDABLE FILM PERMIT RIDER FEE	$109.00

Total Permit Fee $109.00

Number of Locations 1

NOT A PERMIT

FilmL.A., Inc.
6255 W Sunset Blvd, 12th Floor
Hollywood, CA 90028
t: (213)977-8600 - f: (213)977-8601
www.filmla.com

Summary Information — Location

Permit Number	F00139255-L	**Location Manager**	Jennifer Dunne
Production Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Primary Phone	Mobile - 310-720-1022
Insured Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Secondary Phone	
Production Title	UNTITLED NOAH HAWLEY PROJECT		

Location Address	8730 Lankershim Blvd, Sun Valley, CA, 91352
Location Type	Gas Station
Location Description	GAS STATION/TRUCK STOP
Prep Dates	7/29/2018 - 7/30/2018 07:00 - 19:00 2 days
Film Dates	7/30/2018 - 7/31/2018 17:00 - 07:00 2 days
Strike Dates	8/1/2018 - 8/1/2018 05:00 - 12:00
Open or Closed to the Public	Closed

Generic Conditions

*LAFD UFSO: Company must contact FilmL.A. for extension of the Uniformed Fire Safety Officers' hours. During normal business hours, UFSO must also inform the LAFD Film desk of the extension.
All travel lanes and bike lanes shall be closed per the WATCH manual.
Community Survey Obtained
Equipment staging and vehicles may park on one side of the street only.
FAA (UAS): Failure to adhere to any applicable limitations of UAS usage will result in immediate shutdown of UAS activity
FAA (UAS): UAS may not be operated directly over any person, unless authorized by FAA
FAA (UAS): UAS must be operated at an altitude of no more than 400' above ground level
FAA (UAS): UAS operations may not be conducted during night (1/2 hour prior to sunrise, 1/2 hour after sunset).
FAA (UAS): UAS Operator must conform with all FAA Regulations
Must Maintain 5' Clearance on Sidewalks/Walkways
No cast or crew parking on area streets
No interference with vehicular or pedestrian traffic
Notify LAPD Foothill Division (818) 756-8861 and comm. (213) 978-6552 1/2 hour prior to any gunfire, brandishing weapons, special effects or simulated emergency or criminal activity.
Number of uniformed officers listed on the permit is a minimum requirement. Permittee remains responsible for deploying a sufficient number of uniformed officers to provide traffic and crowd control to ensure the safety of the film crew and the public.
Traffic control must be done in accordance w/MUTCD
Uniformed officers shall have a copy of the film permit in their possession and are

NOT A PERMIT

FilmL.A., Inc.
6255 W Sunset Blvd, 12th Floor
Hollywood, CA 90028
t: (213)977-8600 - f: (213)977-8601
www.filmla.com

Summary Information — Location

Permit Number	F00139255-L	**Location Manager**	Jennifer Dunne
Production Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Primary Phone	Mobile - 310-720-1022
Insured Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Secondary Phone	
Production Title	UNTITLED NOAH HAWLEY PROJECT		

required to confirm that all traffic control signage devices are in place.

Please see attached documents
Lankershim Blvd (curb+bike) Pendelton St (NS curb closure) - Azul Productions.pdf
Film LA - UNHP drone docs.pdf
FAA Form 7711-1 2017-P107-ATO-16101 (Bob Hope Airport CA) Drone Tech Aerial LLC-1.pdf
Jaron D Part 107 Private Pilot.pdf

Equipment on Location

Type	Quantity
10 Ton Truck	2
5 or 10 ton trucks	5
Cast/Crew vehicles	100
Condors	1
Cranes	1
Cube Trucks	3
Generator	1
Honey Wagons	1
Picture vehicles	2
Portable restrooms	1
Stakebed Trucks	4
Vans	6

Personnel on Location

Type	Quantity
Cast	5
Crew	80
Extras	30
LA City UFSO assigned	42968
Off-Duty/Retired LAPD Officer(s)	2

Filming Activities Aerial Photography with remote control aircraft. (UAS); Brandishing weapons; Equipment on property; Equipment on sidewalk, in curb lane & across street; Interior and exterior dialogue; Intermittent traffic control - 2 minutes standard; Wetdown; Bus Stops To Move: Metro 94/224 – Northbound Lankershim, NE Corner of Lankershim & Pendleton St.; street sign removal ; PRO-CAM AERIAL FOR DRONE FA3TX3ELFL ON 07/30-31/2018 - approved for flight only ;

Jurisdiction **Political:** Los Angeles City - Council District 06 **Police:** Los Angeles Police Department **Fire:** Los Angeles City

Thomas Guide **Page:** 532 **Grid:** H1

Coordinator Note SIGNS TO BE REMOVED
1. Stop Sign Lankershim Bl Street Sign SW Corner of Lankershim Blvd/Pendleton

NOT A PERMIT

FilmL.A., Inc.
6255 W Sunset Blvd, 12th Floor
Hollywood, CA 90028
t: (213)977-8600 - f: (213)977-8601
www.filmla.com

Summary Information — Location

Permit Number	F00139255-L	**Location Manager**	Jennifer Dunne
Production Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Primary Phone	Mobile - 310-720-1022
Insured Company	AZUL PRODUCTIONS/FOX SEARCHLIG...	Secondary Phone	
Production Title	UNTITLED NOAH HAWLEY PROJECT		

St
2. Bike Lane Sign SW Corner of Lankershim Blvd/Pendleton St
3. Not a Through Street Sign NW Corner of Lankershim Blvd/Pendleton St
4. Pendleton

Coordinator Note UFSO REQUIRED. 7/30; 1700-0700 HOURS.

Coordinator Note RIDER L - ADDS ACTIVITY

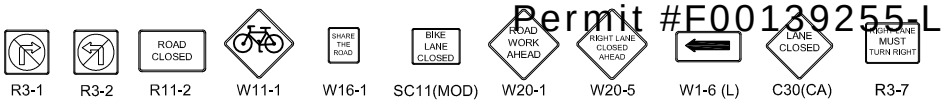
Parking

Base Camp
Location Type : Other Location
8330 Lankershim Blvd, Los Angeles, CA, 91605

Crew Parking
Location Type : Other Location
8330 Lankershim Blvd, Los Angeles, CA, 91605

NOT A PERMIT

Permit #E00139255-L



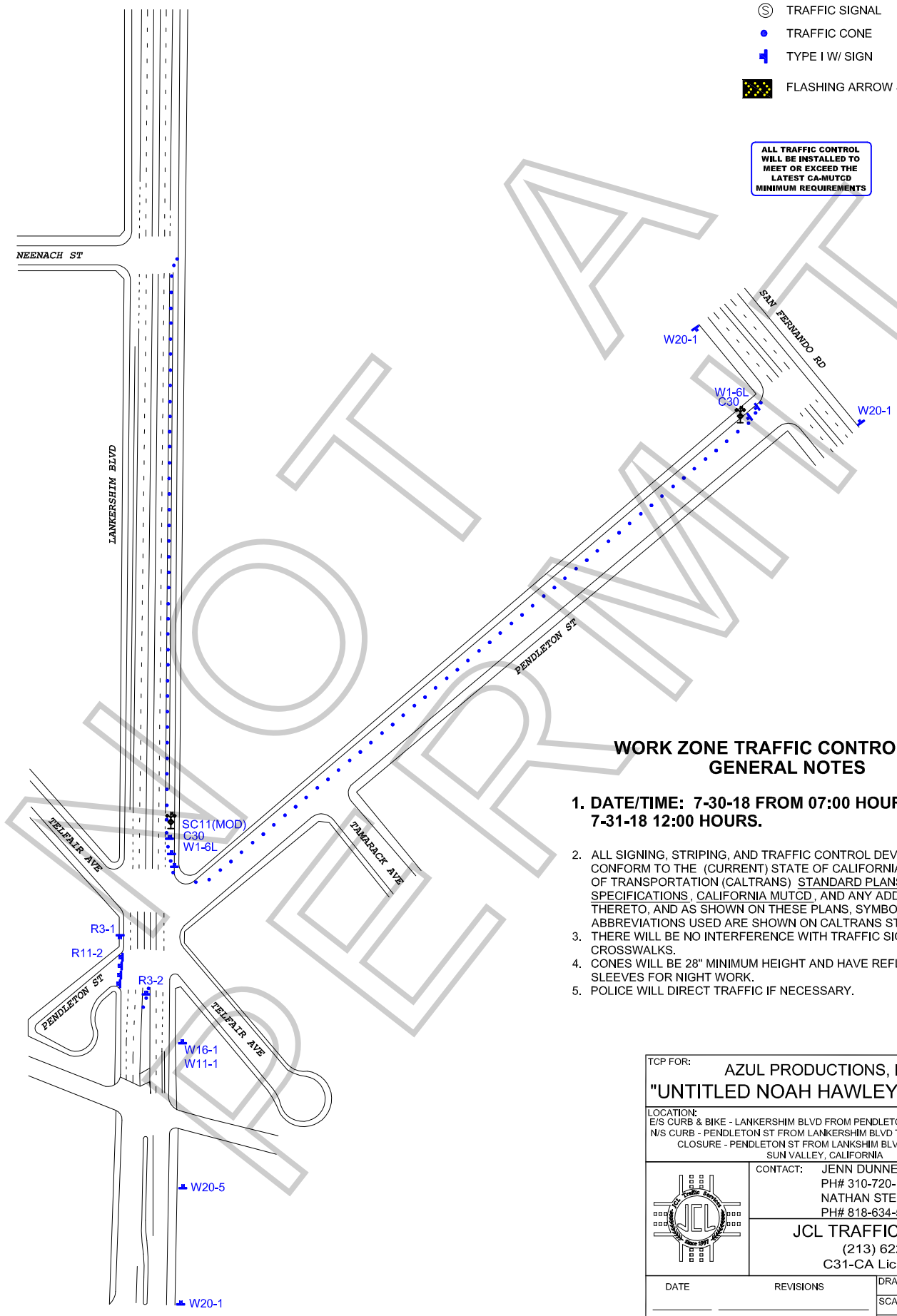
TRAFFIC SIGNAL

TRAFFIC CONE

TYPE I W/ SIGN

FLASHING ARROW SIGN (FAS)

ALL TRAFFIC CONTROL WILL BE INSTALLED TO MEET OR EXCEED THE LATEST CA-MUTCD MINIMUM REQUIREMENTS



NOT A PERMIT

WORK ZONE TRAFFIC CONTROL PLAN
GENERAL NOTES

1. DATE/TIME: 7-30-18 FROM 07:00 HOURS TO 7-31-18 12:00 HOURS.

2. ALL SIGNING, STRIPING, AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE (CURRENT) STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND STANDARD SPECIFICATIONS, CALIFORNIA MUTCD, AND ANY ADDENDUMS THERETO, AND AS SHOWN ON THESE PLANS, SYMBOLS AND ABBREVIATIONS USED ARE SHOWN ON CALTRANS STANDARD PLANS.
3. THERE WILL BE NO INTERFERENCE WITH TRAFFIC SIGNALS OR CROSSWALKS.
4. CONES WILL BE 28" MINIMUM HEIGHT AND HAVE REFLECTORIZED SLEEVES FOR NIGHT WORK.
5. POLICE WILL DIRECT TRAFFIC IF NECESSARY.

TCP FOR:
AZUL PRODUCTIONS, INC:
"UNTITLED NOAH HAWLEY PROJECT"

LOCATION:
E/S CURB & BIKE - LANKERSHIM BLVD FROM PENDLETON ST TO NEENACH ST
N/S CURB - PENDLETON ST FROM LANKERSHIM BLVD TO SAN FERNANDO RD
CLOSURE - PENDLETON ST FROM LANKSHIM BLVD WEST TO END
SUN VALLEY, CALIFORNIA

CONTACT: JENN DUNNE
PH# 310-720-1022
NATHAN STEIN
PH# 818-634-5650

JCL TRAFFIC SERVICES
(213) 622-9775
C31-CA Lic # 805357

DATE	REVISIONS	DRAFTER: MARIO MENJIVAR
		SCALE: N.T.S.
		FILM LA: AF

Permit #F00139255-L

FAA-LICENSED PILOTS
333 EXEMPT #16721
PART 107 COMPLIANT

PROCAM

AERIAL DIVISION

FILM LA UAS INFORMATION

NOT A PERMIT

(877) 773-2266

PROCAMAERIALS.COM

UAS DRONES
AERIAL IMAGERY
DATA CAPTURE

FilmL.A. Inc. UAS QUESTIONNAIRE

(FOR MORE THAN 2 LOCATIONS, PLEASE USE AN ADDITIONAL FORM)

FilmL.A. Permit #:

Film Date: 7/9, 7/10, 7/13, 7/27,7/30-7/31, 8/3, 8/16

Production Title: UNHP

Production Company: Azul Productions, Inc.

Applicant Name: Michael-Ryan Fletchall

Location Address: See attached POA

Hours of UAS Activity: Civil Day / Night

Location Address #2: See attached POA

Hours of UAS Activity: Civil Day / Night

UAS Company Name: EPT, LLC dba Pro-Cam Aerial Division

UAS ON LOCATION INFORMATION

ANY RESTRICTED AREAS OR TEMPORARY FLIGHT RESTRICTIONS? ☐ YES ■ NO

UAS Make & Model: DJI Inspire 2 X7

UAS "N" # or registration #: FA394H7Y47

UAS Make & Model: DJI Inspire 1 X5R

UAS "N" # or registration #: FA3TX3ELFL

Class of Airspace that activity will occur in: ☐ B ☐ C ■ D ■ E ■ G

REMINDER: IF YOU ARE FLYING IN CLASS B, C, D, OR E AIRSPACE, ATC AUTHORIZATION IS REQUIRED FOR ALL UAS ACTIVITY.

UAS OPERATING AUTHORITY: ☐ 333 EXEMPTION ■ 14 CFR PART 107

333 EXEMPTION REQUIREMENTS

Name of Pilot in Command: Michael-Ryan Fletchall

Pilot's Phone #: (818) 516-6780

Name of Visual Observer: Jason Kay

Visual Observer's Phone #: (818-674-6100

PLEASE PROVIDE THE FOLLOWING:

- Copy of COA or Blanket COA
- Copy of POA with proof of submission to local FSDO
- Copy of Pilot's License

PART 107 REQUIREMENTS

Name of Remote Pilot: Michael-Ryan Fletchall

Certificate #: 3933994

Remote Pilot Phone #: (818) 516-6780

Visual Observer: ■ YES ☐ NO

PLEASE PROVIDE THE FOLLOWING:

- Copy of Remote Pilot's Certificate
- Copy of UAS Registration Certificate for each UAS listed above
- Description of Planned Operations

WAIVERS

If you are requesting any of the following activity, please check all that apply and furnish proof of waiver from the FAA upon submission of this document to FilmL.A.

☐ Flight over non-participants (§107.39)
☐ Flight altitude restrictions (§107.51)
■ Night Flight (§107.29)
☐ Operating from a moving vehicle (§107.25)
☐ Operating multiple small UAS' (§107.35)

FILMLA. USE ONLY

333 EXEMPTION

☐ INSURANCE ☐ PILOT'S LICENSE
☐ COA ☐ DOCS ATTACHED TO PERMIT
☐ POA ☐ VISUAL OBSERVER

PART 107 CERTIFICATE

☐ INSURANCE ☐ WAIVERS
☐ DOCS ATTACHED TO PERMIT ☐ DESCRIPTION OF OPS.
☐ REMOTE PILOT CERTIFICATE ☐ ATC COORDINATOR NOTE
☐ UAS REGISTRATION CERTIFICATE(S)

Michael-Ryan Fletchall (APPLICANT)

I ASSERT THAT ALL INFORMATION ON THIS FORM IS ACCURATE.

NOT A PERMIT

PROXCAM AERIAL DIVISION

FILM LA AERIAL PHOTOGRAPHY INFO

PLAN OF ACTIVITIES

Closed-set aerial filming over unpopulated area during civil daylight and night time hours (under attached Part 107 Waiver) below 400 feet AGL:

7/9/2018 -- Louisville High School, 22300 Mulholland Drive, Woodland Hills, CA 91364

High wide establishing shot of the school, below 400 feet.

7/10/2018 -- Stub Hub Center Track, 1000 E. Victoria Street, Carson, CA 90747

Following a character running on track at approximately 100 feet horizontally and 100 feet in altitude.

7/13/2018 -- Residence, 9137 Encino Avenue, Northridge, CA 91325

Boom up to wide shot from characters in backyard of residence to no more than 400 feet.

7/27/2018 -- Van Nuys FlyAway Terminal, 7610 Woodley Avenue, Los Angeles, CA 91406

Interior shot following characters from above and behind of location below 50 feet.

7/30/2018 -- Gas Station, 8730 Lankershim Blvd., Sun Valley, CA 91352

VFX high angle shot below 100 feet looking down. Low shot 5 foot altitude across closed street to find character getting gas at pump.

8/3/2018 -- The Row DTLA, 1318 E. 7th Street, Los Angeles, CA 90021

High angle, low altitude establishing shot of the character exiting the parking garage, below 200 feet.

8/10/2018 -- Residence, 27101 Breakers Cove, Santa Clarita, CA 91355

Shoot that booms up to a high angle shot below 400 feet to show the entire residential neighborhood.

NOT A PERMIT

ATTACHMENTS IN THIS PDF

- FilmLA UAS Questionairre Page 2
- Part 61 and Part 107 Pilot Licenses Page 4
- FAA Aircraft Registration Certificates Page 5
- Film LA Insurance Certificates Page 6
- County of LA Insurance Certificates Page 11
- City of LA Insurance Certificates Page 16
- City of LA Revocable Film Permit Agreement Page 19
- FAA 333 Exemption #16721 Page 20
- FAA Blanket COA Page 29
- Part 107 Night Waiver #107W-2017-02202 Page 36

Permit #F00139255-L

PROTEAM AERIAL DIVISION

FAA 333 & PART 107 PILOT LICENSING

MICHAEL-RYAN FLETCHALL

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION
IV NAME
MICHAEL RYAN FLETCHALL
V ADDRESS 3940 LAUREL CANYON BLVD # 678
STUDIO CITY CA 91604-3709
VI NATIONALITY USA
IVa D.O.B. 20 JUL 1976
SEX HEIGHT WEIGHT HAIR EYES
M 74 240 BROWN BLUE
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II PRIVATE PILOT
III CERTIFICATE NUMBER 3040095
X DATE OF ISSUE 19 MAY 2005
ADMINISTRATOR

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION
IV NAME
MICHAEL-RYAN FLETCHALL
V ADDRESS 5019 PETRIFIED FOREST TRL
COLORADO SPRINGS CO 80924-2911
VI NATIONALITY USA
IVa D.O.B. 20 JUL 1976
SEX HEIGHT WEIGHT HAIR EYES
M 75 225 BROWN BLUE
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II REMOTE PILOT
III CERTIFICATE NUMBER 3933994
X DATE OF ISSUE 3 NOV 2016
ADMINISTRATOR
U
A
S

DACODA BARTELS

UNITED STATES OF AMERICA
DACODA JAY BARTELS
YOUNGSVILLE LA 70592-5133
VI NATIONALITY USA
IVa D.O.B. 28 SEP 1987
SEX HEIGHT WEIGHT HAIR EYES
M 69 170 BROWN HAZEL
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II COMMERCIAL PILOT
III CERTIFICATE NUMBER 3364961
X DATE OF ISSUE 16 APR 2015

Certificate of Achievement

This is to certify that

DACODA JAY BARTELS

has successfully completed the
FAA Safety Team Aviation Learning Center Online Course

Part 107 Small Unmanned Aircraft Systems (sUAS)

Course Number ALC-451

Presented by Online Courses

June 27, 2016

Federal Aviation Administration

Certificate Number 0826530-20160627-00451

Valerie G Palazzolo, National Manager, FAA Safety Team

JASON KAY

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION
IV NAME
JASON MICHAEL KAY
V ADDRESS 7657 WINNETKA AVE # 456
CANOGA PARK CA 91306-2677
VI NATIONALITY USA
IVa D.O.B. 24 MAR 1982
SEX HEIGHT WEIGHT HAIR EYES
M 71 181 BLACK HAZEL
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II PRIVATE PILOT
III CERTIFICATE NUMBER 3165875
X DATE OF ISSUE 20 JUN 2006
ADMINISTRATOR

Certificate of Achievement

This is to certify that

JASON MICHAEL KAY

has successfully completed the
FAA Safety Team Aviation Learning Center Online Course

Part 107 Small Unmanned Aircraft Systems (sUAS)

Course Number ALC-451

Presented by Online Courses

August 25, 2016

Federal Aviation Administration

Certificate Number 0844435-20160825-00451

Valerie G Palazzolo, National Manager, FAA Safety Team

DRAFT

Permit #F00139255-L

RISK MANAGEMENT AIRCRAFT INFO

COMPANY

Company Name: EPT, LLC dba Pro-Cam Rentals' Aerial Division
Aircraft Owner: EPT, LLC
Company Address: Pro-Cam USA Headquarters
9660 Lurline Avenue
Chatsworth, CA 91311
Company Phone: (818) 717-0354
Previous Employers: Lionsgate, Universal Pictures, Warner Brothers, Paramount Pictures, Disney Pictures, Sony

OPERATIONS

FAA 333 Exemption: FAA Authorization #16721
Part 107: Compliant
EPT Safety Team: All flight crew members train and certify on Flight Operations and Safety through EPT's testing and certification program
Remote Pilot in Command pilots the UAV
Camera Operator operates the camera
UAS Technician maintains the equipment
Visual Observer coordinates operations
Line of Sight: All flight operations are Line of Sight

AIRCRAFT

Year/Make Model: 2017 Gryphon Dynamics GD-28
FAA N Number: FA3TX3ELFL
Hull Value: $15,000
Max Weight/Speed: 66 lbs (with payload) / 35 mph

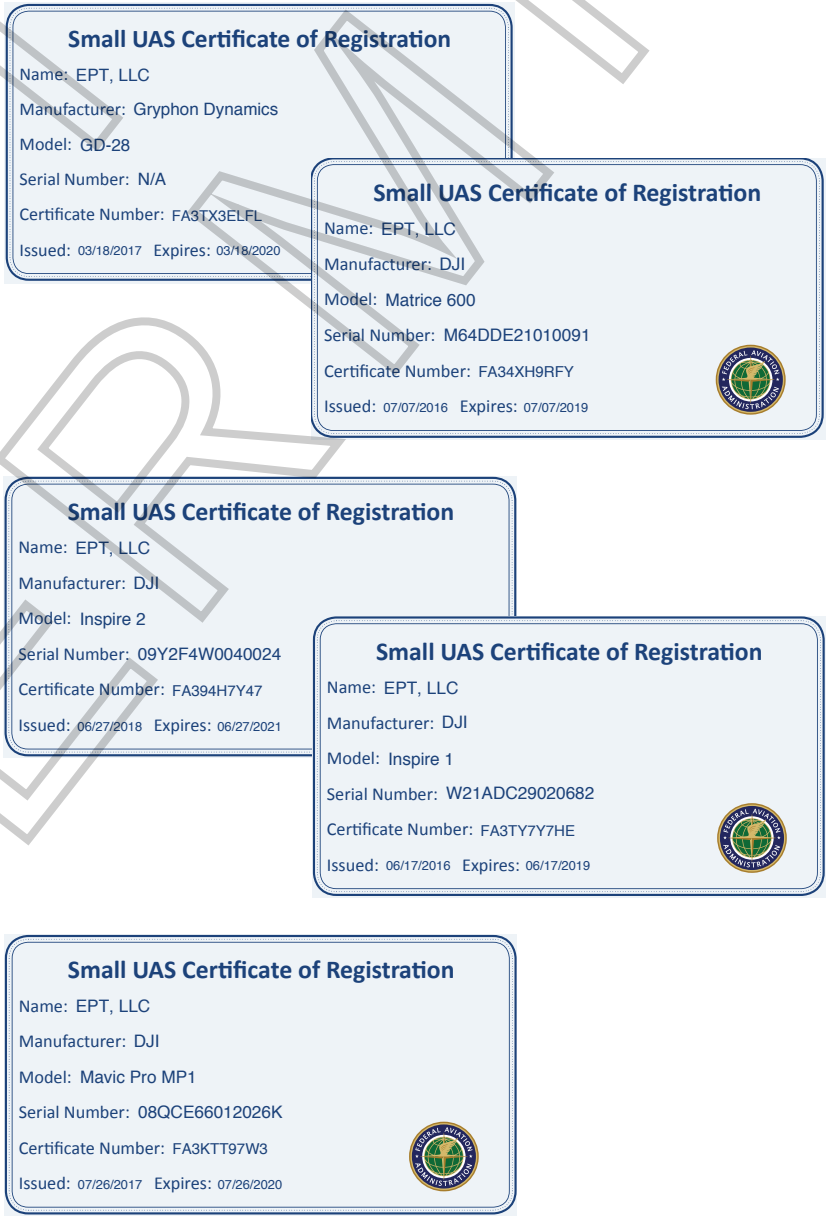
Year/Make Model: 2016 DJI Matrice 600
FAA N Number: FA34XH9RFY
Hull Value: $6,000
Max Weight/Speed: 33 lbs (with payload) / 40 mph

Year/Make Model: 2018 DJI Inspire 2
FAA N Number: FA394H7Y47
Hull Value: $5,000
Max Weight/Speed: 9 lbs (with payload) / 58 mph

Year/Make Model: 2016 DJI Inspire 1
FAA N Number: FA3TY7Y7HE
Hull Value: $4,000
Max Weight/Speed: 8 lbs (with payload) / 40 mph

Year/Make Model: 2017 DJI Mavic Pro
FAA N Number: FA3KTT97W3
Hull Value: $1,200
Max Weight/Speed: 2 lbs (with payload) / 40 mph

Seating Capacity: *Unmanned: 0 passengers & 0 crew*



NOT A PERMIT

CERTIFICATE OF INSURANCE

This certificate is given as a matter of information only and confers no rights upon the certificate addressee.

Date: June 23, 2017

This is to certify to:
FilmL.A., Inc., its directors, officers, and employees
6255 W. Sunset Blvd. 12th Floor
Hollywood, CA 90028

That the following policy has been issued to:
EPT, LLC
601 EAST CHARLESTON BLVD., #100
LAS VEGAS, NV 89014

Policy No. 9000002 issued by one or more member companies of Global Aerospace Pool through Global Aerospace, Inc.
Policy Period: from February 17, 2017 to February 17, 2018 Policy Territory: Worldwide

AIRCRAFT LIABILITY

Single Limit Bodily Injury and Property Damage Including Passengers
(All expressed limits are "Each Occurrence" unless otherwise indicated)

Serial No/Reg. No	Year	Make	Model	Liability Limit	Third Party War Liability	
M64DDE21010091	2016	DJI INNOVATIONS	MATRICE 600	$5,000,000	$5,000,000	Aggregate
TRM 2365		DJI INNOVATIONS	INSPIRE 1	$5,000,000	$5,000,000	Aggregate
FA3TX3ELFL		GRYPHON DYNAMICS	GD-28X	$5,000,000	$5,000,000	Aggregate

AIRCRAFT PHYSICAL DAMAGE

Serial No/Reg. No	Year	Make	Model	Insured Value	Risk Basis	In Motion Deductible	Not In Motion Deductible	Hull War
M64DDE21010091	2016	DJI INNOVATIONS	MATRICE 600	$8,000	All Risk	5.00%	5.00%	Included
TRM 2365		DJI INNOVATIONS	INSPIRE 1	$5,000	All Risk	5.00%	5.00%	Included
FA3TX3ELFL		GRYPHON DYNAMICS	GD-28X	$15,000	All Risk	5.00%	5.00%	Included

Provided there is a written agreement between the Named Insured and another person or organization (hereinafter, "the Customer") under which the Named Insured agrees to perform services for the Customer in accordance with the Named Insured's normal business practices and executed in advance of any loss for which insurance is afforded by this policy, the policy has been amended as follows, but only to the extent required in the agreement:

The WHO IS AN INSURED section of the policy is extended to include the Customer as an insured, but only with respect to his, her, or its liability because of acts or omissions of the Named Insured while the aircraft described in this certificate is actually being used by the Named Insured on behalf of the Customer.

The insurance, as to the interest of the Customer, shall be primary without right of contribution by any other valid and collectible insurance

Continued on Page 2

Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. This certificate does not amend, extend or otherwise alter the coverages afforded by the policies described herein. Limits may have been reduced by paid claims.

GLOBAL AEROSPACE, INC.

BY: _____

GLOBAL AEROSPACE

Certificate No. 1793797887

NOT A PERMIT

CERTIFICATE OF INSURANCE

This certificate is given as a matter of information only and confers no rights upon the certificate addressee.

Date: June 23, 2017

This is to certify to:

FilmL.A., Inc., its directors, officers, and employees
6255 W. Sunset Blvd. 12th Floor
Hollywood, CA 90028

That the following policy has been issued to:

EPT, LLC
601 EAST CHARLESTON BLVD., #100
LAS VEGAS, NV 89014

Policy No. 9000002 issued by one or more member companies of Global Aerospace Pool through Global Aerospace, Inc.
Policy Period: from February 17, 2017 to February 17, 2018 Policy Territory: Worldwide

available to the Customer.

The Company waives any rights to recovery it may have against the Customer because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right for recovery for such physical damage against the Customer.

The Company waives any right to recovery it may have against the certificate addressee because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right of recovery for such physical damage against the certificate addressee.

NOT A PERMIT

GLOBAL AEROSPACE

Certificate No. 1793797887

ADDITIONAL INSURED - CHARTER AGREEMENT ENDORSEMENT

As respects any agreement pertaining to your operations entered into between you and any other person or organization, hereinafter referred to as "the Customer", it is agreed that the following provisions shall apply, but

(a) only to the extent required in the agreement between you and the Customer; and

(b) only if the agreement is reported to Global Aerospace, Inc. and a certificate of insurance is issued describing the applicable provisions:

1. As respects COVERAGE A – BODILY INJURY AND PROPERTY DAMAGE LIABILITY, policy SECTION III – WHO IS AN INSURED is amended to include the Customer as an insured, but only as respects the liability of the Customer because of your acts or omissions while the ***scheduled aircraft*** is actually being used by you on behalf of the Customer.

2. As respects the interests of the Customer, the insurance afforded by this policy under PART I – LIABILITY shall be primary without right of contribution by any other valid and collectible insurance available to that person or organization.

3. Unless otherwise indicated in the policy, we waive any right to recovery we may have against the Customer because of payments we make for ***physical damage*** in accordance with Coverage B - PHYSICAL DAMAGE TO SCHEDULED AIRCRAFT, but only to the same extent that you have waived your right of recovery for such ***physical damage*** against such person or organization.

4. If we cancel this policy, we will give written notice to the Customer at least:

   (a) ten (10) days before the effective date of cancellation if we cancel for non-payment of premium; or

   (b) thirty (30) days before the effective date of cancellation if we cancel for any other reason.

5. If we require any material change that is adverse to the interest of the Customer, we will give thirty (30) days written notice to the Customer.

NOT A PERMIT

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.

This endorsement is effective: February 17, 2017 Endorsement Premium: Included

Attached to and made part of Policy No.: 9000002

Issued to: EPT, LLC

Global Aerospace, Inc.

By:

Includes copyrighted material of Insurance Services Office, Inc., with its permission.

Permit #E00139255.I

EPTLLC0-01 ACAPRA

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 11/29/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0G19762 Momentous Insurance Brokerage Inc 5990 Sepulveda Blvd., #550 Van Nuys, CA 91411	CONTACT NAME: Winnie Wong PHONE (A/C, No, Ext): (818) 933-2735 FAX (A/C, No): (818) 933-2793 E-MAIL ADDRESS: winnie.wong@mmibi.com
INSURED EPT, LLC 601 East Charleston Blvd, #100 Las Vegas, NV 89014	INSURER(S) AFFORDING COVERAGE / NAIC # INSURER A : New York Marine and General Insurance Company 16608 INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR	X		GL201600007843	11/16/2016	11/16/2017	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 1,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO	X		AU201600011341	11/16/2016	11/16/2017	BODILY INJURY (Per person)	$
	ALL OWNED AUTOS X SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS X NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR						EACH OCCURRENCE	$ 1,000,000
	EXCESS LIAB CLAIMS-MADE	X		UM201600004802	11/16/2016	11/16/2017	AGGREGATE	$ 1,000,000
	DED X RETENTION $ 10,000							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N / A (Mandatory in NH)	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Production Package			IM201600004243	11/16/2016	11/16/2017	See Attached	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The County of Los Angeles, its Special Districts, Elected Officials, Officers, Agents, Employees and Volunteers are added as additional insured.

CERTIFICATE HOLDER

County of Los Angeles, its Special Districts, Elected Officials, Officers, Agents, Employees, and Volunteers
6255 W. Sunset Blvd.
12th Floor
Hollywood, CA 90028

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Winnie Wong

© 1988-2014 ACORD CORPORATION. All rights reserved.

NOT A PERMIT

AGENCY CUSTOMER ID: EPTLLC0-01 Permit #F00139255-I ACAPRA

LOC #: 1

ADDITIONAL REMARKS SCHEDULE

AGENCY	License # 0G19762	NAMED INSURED
Momentous Insurance Brokerage Inc		EPT, LLC 601 East Charleston Blvd, #100 Las Vegas, NV 89014
POLICY NUMBER		
SEE PAGE 1		
CARRIER	NAIC CODE	EFFECTIVE DATE: SEE PAGE 1
SEE PAGE 1	SEE P 1	

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance

PRODUCTION PACKAGE COVERAGES, LIMITS AND DEDUCTIBLES:

COVERAGE	LIMITS	DEDUCTIBLE
Props, Sets & Wardrobe	$1,000,000 / $ 2,000	
Miscellaneous Equipment	$1,000,000 / $ 2,500	
Third Party Property Damage	$1,000,000 / $ 2,500	

HIRED AUTO PHYSICAL DAMAGE
LIMIT: Included in Misc. Equipment
DEDUCTIBLE: 10% of loss, subject to $1,000 min/$10,000 max

NOT A PERMIT

© 2008 ACORD CORPORATION. All rights reserved.
The ACORD name and logo are registered marks of ACORD

POLICY NUMBER: **GL201600007843** COMMERCIAL GENERAL LIABILITY
NAMED INSURED: **EPT, LLC**

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED
DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

GENERAL LIABILITY COVERAGE PART
SCHEDULE

Name of Person or Organization:

The County of Los Angeles, its Special Districts, Elected Officials, Officers, Agents, Employees and Volunteers
6255 W. Sunset Blvd. 12th Floor
Hollywood, CA 90028

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of your operations or premises owned by or rented to you.

NOT A PERMIT

 Copyright, Insurance Service Office, Inc., 1984

Permit #F00139255-L

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 02/08/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Transport Risk Management Inc
P.O. Box 899
Pine CO 80470

CONTACT NAME: Denise Young
PHONE (A/C, No, Ext): 7202080844 **FAX (A/C, No):**
E-MAIL ADDRESS: dyoung@transportrisk.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : American Alternative Insurance Corp	19720
INSURER B : Mitsui Sumitomo Insurance Co of America	20362
INSURER C : Tokio Marine America Insurance Company	10945
INSURER D : National Indemnity Company	20087
INSURER E : American Commerce Insurance Company	19941
INSURER F :	

INSURED EPT, LLC
601 East Charleston Blvd., #100
Las Vegas NV 89014

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY CLAIMS-MADE OCCUR X Aviation All Risk Ground & Flight X Aviation CGL GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC OTHER	Y	N	9000002	02/17/2016	02/17/2017	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 5,000,000 $ $ 5,000 $ $ $
	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N N / A					PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Aviation & Aerial Film Production using Unmanned Aerial Vehicles:
2016 DJI Inspire 1 RAW, FAA Registration: FA3TY7Y7HE
2016 DJI Matrice M600, FAA Registration: FA34XH9RFY
Policy is written through Global Aerospace, Inc. underwriters for named insurers.

CERTIFICATE HOLDER

City of Los Angeles and all of its Agencies, Boards and Departments
200 North Main Street
City Hall East, Suite 1240
Los Angeles CA 90012

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Denise Young

NOT A PERMIT

© 1988-2015 ACORD CORPORATION. All rights reserved.

The ACORD name and logo are registered marks of ACORD

Addendum

Permit #F00139255-L

Named Additional Insured and Additional Information

The City of Los Angeles and all of its Agencies, Boards and Departments
200 North Main Street
City Hall East, Suite 1240
Los Angeles, CA 90012

Premises Liability Included.
Contractual Liability Included.

NOT A PERMIT

ADDITIONAL INSURED

In consideration of the payment of the premium for this policy, it is agreed that:

1. ADDITIONAL INSURED

   Policy SECTION III – WHO IS AN INSURED is amended to include as insured each person or organization described in Paragraph 3 below, but only with respect to his, her, or its liability because of acts or omissions of the Named Insured while the ***scheduled aircraft*** is actually being used by the Named Insured on behalf of such person(s) or organization(s).

2. COVERAGE EXCLUSION

   Unless otherwise indicated in this policy, the policy shall not apply to any assumption by you of the liability of any person or organization described in Paragraph 3 below for ***bodily injury*** or ***property damage*** caused by an ***occurrence*** arising out of any service performed by or on behalf of such person or organization.

3. PERSON(S) OR ORGANIZATION(S):

   The City of Los Angeles and all of its Agencies, Boards and Departments
   200 North Main Street
   City Hall East, Suite 1240
   Los Angeles, CA 90012

NOT A PERMIT

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.

This endorsement is effective: February 8, 2017 Endorsement Premium: Included

Attached to and made part of Policy No.: 9000002

Issued to: Entertainment Production Technologies, LLC, EPT, LLC

Global Aerospace, Inc.

BY:

Endorsement No. TBD

CITY OF LOS ANGELES REVOCABLE FILM PERMIT
AGREEMENT ASSUMING RISK OF INJURY OR DAMAGE,
WAIVER, INDEMNITY AND RELEASE OF CLAIMS

Each Permittee, UAS site operator and its agents and employees must operate in accordance with federal, state and local laws protecting an individual's right to privacy. Permittee is responsible for safeguarding the privacy of patrons and neighboring property owners, agree to abide by all privacy laws and regulations and precautions and to defend, indemnify and hold the City harmless from liability which may arise from this Permity. PLEASE REMEMBER that all participants must be fully aware that they are being filmed. Filming of people and their property shall be strictly limited to those who have consented or otherwise have agreed to be in the area where filming will take place. The City of Los Angeles is not liable for any violations of an individual's right to privacy. Permittee, including Permittee's employees, agents and sub-contractors of any tier, must assume all risk of injury resulting from the invasion of the right to privacy.

We do hereby, for ourselves, our heirs, executors, assigns and administrators:

Agree to defend, indemnify and hold harmless the City of Los Angeles, its officers, agencies and employees from any and all loss or liability for bodily injury, death, property damage, **invasion of privacy** to either party hereto or to third parties which may arise from the exercise of this permit by Permittee or its officers, agents, employees, contractors, licensees or invitees.

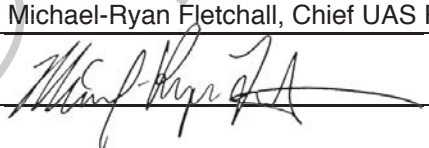
We further agree to indemnify and hold harmless the City, its officers, agencies and employees from all loss or liability, including legal costs and reasonable attorney's fees that may arise from our negligence or misconduct while participating in the above-described activities. However, neither the waiver nor the indemnity agreement applies to the gross negligence or willful misconduct to the City or its officers, agencies or employees.

Permittee is insured and shall additionally insure the City of Los Angeles for the coverages specified on the 146IR Form, as a requirement of this permit. Permittee shall maintain, during the term of this permit, evidence of insurance acceptable to CAO, Risk Management prior to Permittee's occupancy of the premises.

We hereby represent that we have carefully read this document, we understand its contents and sign it on our own free will, and we further agree to abide by all safety regulations.

Name of Organization: EPT, LLC dba Pro-Cam Aerial Division

Name & Title of Applicant: Michael-Ryan Fletchall, Chief UAS Pilot

Signature: 

Date: 01/01/2018

NOT A PERMIT

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

May 25, 2016

Exemption No. 16721
Regulatory Docket No. FAA–2015–7353

Mr. Michael-Ryan Fletchall
EPT, LLC
601 East Charleston Boulevard, #100
Las Vegas, NV 89104

Dear Mr. Fletchall:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

By letter dated October 7, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of EPT, LLC (hereinafter petitioner or operator) for an exemption. The petitioner requested to operate an unmanned aircraft system (UAS) to conduct aerial data collection, photogrammetry, photography, and closed set filming for the motion picture and television industries.

See the docket, at www.regulations.gov, for the petition submitted to the FAA describing the proposed operations and the regulations from which the petitioner seeks an exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the petitioner.

Airworthiness Certification

In accordance with the statutory criteria provided in Section 333 of Public Law 112−95 in reference to 49 U.S.C. § 44704, and in consideration of the size, weight, speed, and limited operating area associated with the aircraft and its operation, the Secretary of Transportation has determined that the aircraft identified by the petitioner meets the conditions of

NOT A PERMIT

Section 333. Therefore, the FAA finds that relief from 14 CFR part 21, *Certification Procedures for Products and Parts, Subpart H—Airworthiness Certificates*, and any associated noise certification and testing requirements of 14 CFR part 36, is not necessary.

The petitioner proposed to use UAS that have previously been approved by the Secretary of Transportation under Section 333 of the FAA Modernization and Reform Act of 2012. UAS that have been previously approved by the Secretary, including the aircraft proposed by the petitioner, are found on the List of Approved Unmanned Aerial Systems (UAS) under Section 333. The list, which is updated monthly, is posted at www.regulations.gov under docket number FAA–2007–3330. The petitioner is also authorized to operate any UAS on that list, when weighing less than 55 pounds including payload while this exemption is valid.

The Basis for Our Decision

The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grants of Exemption Nos. 11062 to Astraeus Aerial (*see* Docket No. FAA−2014−0352), 11109 to Clayco, Inc. (*see* Docket No. FAA−2014−0507), 11112 to VDOS Global, LLC (*see* Docket No. FAA−2014−0382), 11213 to Aeryon Labs, Inc. (*see* Docket No. FAA−2014−0642), 12645 to Allied Drones (*see* Docket No. FAA–2014–0804), 11433A to Cape Productions (*see* Docket No. FAA–2015–0223), and 15005 to Thomas R. Guilmette (*see* Docket No. FAA–2015–5829), the FAA found that the enhanced safety achieved using an unmanned aircraft (UA) with the specifications described by the petitioner and carrying no passengers or crew, rather than a manned aircraft of significantly greater proportions, carrying crew in addition to flammable fuel, gives the FAA good cause to find that the UAS operation enabled by this exemption is in the public interest.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in Grant of Exemption Nos. 11062, 11109, 11112, 11213, 12645, 11433A, and 15005;
- The reasons stated by the FAA for granting Exemption Nos. 11062, 11109, 11112, 11213, 12645, 11433A, and 15005 also apply to the situation you present; and
- A grant of exemption is in the public interest.

Our Decision

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. 106(f), 40113, and 44701, delegated to me by the Administrator, the petitioner is granted an exemption from 14 CFR §§ 61.23(a) and (c), 61.101(e)(4) and (5), 61.113(a), 61.315(a), 91.7(a), 91.119(c), 91.121, 91.151(a)(1), 91.405(a), 91.407(a)(1), 91.409(a)(1) and (2), and 91.417(a) and (b), to the

NOT A PERMIT

extent necessary to allow the petitioner to conduct UAS operations in accordance with the conditions and limitations listed below.[1]

Conditions and Limitations

In this grant of exemption, EPT, LLC is hereafter referred to as the operator.

Failure to comply with any of the conditions and limitations of this grant of exemption will be grounds for the immediate suspension or rescission of this exemption.

1. The operator is authorized by this grant of exemption to use any aircraft identified on the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA–2007–3330 at www.regulations.gov, when weighing less than 55 pounds including payload. Proposed operations of any aircraft not on the list currently posted to the above docket will require a new petition or a petition to amend this exemption.

2. If operations under this exemption involve the use of foreign civil aircraft,[2] the operator must obtain a Foreign Aircraft Permit pursuant to 14 CFR § 375.41 prior to conducting any commercial air operations under the authority of this exemption. Application instructions are specified in 14 CFR § 375.43. Applications should be submitted by electronic mail to the DOT Office of International Aviation, Foreign Air Carrier Licensing Division. Additional information can be obtained at https://cms.dot.gov/policy/aviation-policy/licensing/foreign-carriers.

3. *PIC certification*: Under this exemption, a PIC must hold either an airline transport, commercial, private, recreational, or sport pilot certificate. The PIC must also hold a current FAA airman medical certificate or a valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal Government. The PIC must also meet the flight review requirements specified in 14 CFR § 61.56 in an aircraft in which the PIC is rated on his or her pilot certificate.

4. *PIC qualifications:* The PIC must demonstrate the ability to safely operate the UAS in a manner consistent with how it will be operated under this exemption, including evasive and emergency maneuvers and maintaining appropriate distances from persons, vessels, vehicles, and structures before operating non-training, proficiency, or experience-building flights under this exemption. PIC qualification flight hours and

[1] In this exemption, UAS operations are restricted to aerial data collection, which includes any remote sensing and measuring by an instrument(s) aboard the UA. Examples include imagery (photography, video, infrared, etc.), electronic measurement (precision surveying, RF analysis, etc.), chemical measurement (particulate measurement, etc.), or any other gathering of data by instruments aboard the UA.

[2] *Foreign civil aircraft* means (a) an aircraft of foreign registry that is not part of the armed forces of a foreign nation, or (b) a U.S.-registered aircraft owned, controlled, or operated by persons who are not citizens or permanent residents of the United States. 14 CFR § 375.1.

NOT A PERMIT

currency may be logged in a manner consistent with 14 CFR § 61.51(b), however UAS pilots must not log this time in the same columns or categories as time accrued during manned flight. UAS flight time must not be recorded as part of total time.

5. Under all situations, the PIC is responsible for the safety of the operation. The PIC is also responsible for meeting all applicable conditions and limitations as prescribed in this exemption and ATO-issued COA, and operating in accordance with the operating documents. All training operations must be conducted during dedicated training sessions and may or may not be for compensation or hire. The operation must be conducted with a dedicated visual observer (VO) who has no collateral duties and is not the PIC during the flight. The VO must maintain visual sight of the aircraft at all times during flight operations without distraction in accordance with the conditions and limitations below. Furthermore, the PIC must operate the UA not closer than 500 feet to any nonparticipating person without exception.

6. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The exemption holder may use either groundspeed or calibrated airspeed to determine compliance with the 87 knot speed restriction. In no case will the UA be operated at airspeeds greater than the maximum UA operating airspeed recommended by the aircraft manufacturer.

7. The UA must be operated at an altitude of no more than 400 feet above ground level (AGL). Altitude must be reported in feet AGL.

8. The UA must be operated within visual line of sight (VLOS) of the PIC at all times. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses, as specified on the PIC's FAA-issued airman medical certificate or U.S. driver's license.

9. All operations must utilize a VO. The UA must be operated within the VLOS of the PIC and VO at all times. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC must ensure that the VO can perform the duties required of the VO.

10. This exemption, the List of Approved Unmanned Aerial Systems (UAS) under Section 333 at regulatory docket FAA–2007–3330 at www.regulations.gov, and all documents needed to operate the UAS and conduct its operations in accordance with the conditions and limitations stated in this grant of exemption, are hereinafter referred to as the operating documents. The operating documents must be accessible during UAS operations and made available to the Administrator upon request. If a discrepancy exists between the conditions and limitations in this exemption and the

NOT A PERMIT

procedures outlined in the operating documents, the conditions and limitations herein take precedence and must be followed. Otherwise, the operator must follow the procedures as outlined in its operating documents. The operator may update or revise its operating documents. It is the operator's responsibility to track such revisions and present updated and revised documents to the Administrator or any law enforcement official upon request. The operator must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. If the operator determines that any update or revision would affect the basis upon which the FAA granted this exemption, then the operator must petition for an amendment to its grant of exemption. The FAA's UAS Integration Office may be contacted if questions arise regarding updates or revisions to the operating documents.

11. Any UAS that has undergone maintenance or alterations that affect the UAS operation or flight characteristics, e.g., replacement of a flight critical component, must undergo a functional test flight prior to conducting further operations under this exemption. Functional test flights may only be conducted by a PIC with a VO and must remain at least 500 feet from other people. The functional test flight must be conducted in such a manner so as to not pose an undue hazard to persons and property.

12. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.

13. Prior to each flight, the PIC must conduct a pre-flight inspection and determine the UAS is in a condition for safe flight. The pre-flight inspection must account for all potential discrepancies, e.g., inoperable components, items, or equipment. If the inspection reveals a condition that affects the safe operation of the UAS, the aircraft is prohibited from operating until the necessary maintenance has been performed and the UAS is found to be in a condition for safe flight.

14. The operator must follow the UAS manufacturer's maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.

15. Each UAS operated under this exemption must comply with all manufacturer safety bulletins.

16. UAS operations may not be conducted during night, as defined in 14 CFR § 1.1. All operations must be conducted under visual meteorological conditions (VMC). Flights under special visual flight rules (SVFR) are not authorized.

17. The UA may not be operated less than 500 feet below or less than 2,000 feet horizontally from a cloud or when visibility is less than 3 statute miles from the PIC.

NOT A PERMIT

18. For tethered UAS operations, the tether line must have colored pennants or streamers attached at not more than 50 foot intervals beginning at 150 feet above the surface of the earth and visible from at least 1 mile. This requirement for pennants or streamers is not applicable when operating exclusively below the top of and within 250 feet of any structure, so long as the UA operation does not obscure the lighting of the structure.

19. For UAS operations where GPS signal is necessary to safely operate the UA, the PIC must immediately recover/land the UA upon loss of GPS signal.

20. If the PIC loses command or control link with the UA, the UA must follow a pre-determined route to either reestablish link or immediately recover or land.

21. The PIC is prohibited from beginning a flight unless (considering wind and forecast weather conditions) there is enough available power for the UA to conduct the intended operation and to operate after that for at least 5 minutes or with the reserve power recommended by the manufacturer if greater.

22. The PIC must abort the flight operation if circumstances or emergencies that could potentially degrade the safety of persons or property arise. The PIC must terminate flight operations without causing undue hazard to persons or property in the air or on the ground.

23. Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA). All operations shall be conducted in accordance with an ATO-issued COA. The exemption holder may apply for a new or amended COA if it intends to conduct operations that cannot be conducted under the terms of the enclosed COA.

24. All aircraft operated in accordance with this exemption must be registered in accordance with 14 CFR part 47 or 48, and have identification markings in accordance with 14 CFR part 45, Subpart C or part 48. For applicability and implementation dates of part 48 see 80 FR 78594 (Dec. 16, 2015).

25. Documents used by the operator to ensure the safe operation and flight of the UAS and any documents required under 14 CFR §§ 91.9 and 91.203 must be available to the PIC at the Ground Control Station of the UAS any time the aircraft is operating. These documents must be made available to the Administrator or any law enforcement official upon request.

26. The UA must remain clear and give way to all manned aviation operations and activities at all times.

27. The UAS may not be operated by the PIC from any moving device or vehicle.

NOT A PERMIT

28. All flight operations must be conducted at least 500 feet from all persons, vessels, vehicles, and structures unless when operating:
    a. *Over or near people directly participating in the operation of the UAS.* People directly participating in the operation of the UAS include the PIC, VO, and other consenting personnel that are directly participating in the safe operation of the UA.
    b. *Near but not over people directly participating in the intended purpose of the UAS operation.* People directly participating in the intended purpose of the UAS must be briefed on the potential risks and acknowledge and consent to those risks. Operators must notify the local Flight Standards District Office (FSDO) with a plan of activities at least 72 hours prior to flight operations.
    c. *Near nonparticipating persons.* Except as provided in subsections (a) and (b) of this section, a UA may only be operated closer than 500 feet to a person when barriers or structures are present that sufficiently protect that person from the UA and/or debris or hazardous materials such as fuel or chemicals in the event of an accident. Under these conditions, the operator must ensure that the person remains under such protection for the duration of the operation. If a situation arises where the person leaves such protection and is within 500 feet of the UA, flight operations must cease immediately in a manner that does not cause undue hazard to persons.
    d. *Near vessels, vehicles and structures.* Prior to conducting operations the operator must obtain permission from a person with the legal authority over any vessels, vehicles, or structures that will be within 500 feet of the UA during operations. The PIC must make a safety assessment of the risk of operating closer to those objects and determined that it does not present an undue hazard.

29. All operations shall be conducted over private or controlled-access property with permission from a person with the legal authority to grant access. Permission will be obtained for each flight to be conducted.

30. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the FAA's UAS Integration Office within 24 hours. Accidents and incidents must be reported to the National Transportation Safety Board (NTSB) in accordance with 49 CFR § 830.5 per instructions contained on the NTSB Web site: www.ntsb.gov.

For operations conducted closer than 500 feet to people directly participating in the intended purpose of the operation, not protected by barriers, the following additional conditions and limitations apply:

31. The operator must have an operations manual that contains at least the following items, although it is not restricted to these items.
    a. Operator name, address, and telephone number.

NOT A PERMIT

b. Distribution and Revision. Procedures for revising and distributing the operations manual to ensure that it is kept current. Revisions must comply with the applicable conditions and limitations in this exemption.
c. Persons Authorized. Specify criteria for designating individuals as directly participating in the safe operation of the UAS. The operations manual must include procedures to ensure that all operations are conducted at distances from persons in accordance with the conditions and limitations of the exemption.
d. Plan of Activities. The operations manual must include procedures for the submission of a written plan of activities.
e. Permission to Operate. The operations manual shall specify requirements and procedures that the operator will use to obtain permission to operate over property or near vessels, vehicles, and structures in accordance with this exemption.
f. Security. The manual must specify the method of security that will be used to ensure the safety of nonparticipating persons. This should also include procedures that will be used to stop activities when unauthorized persons, vehicles, or aircraft enter the operations area, or for any other reason, in the interest of safety.
g. Briefing of persons directly participating in the intended operation. Procedures must be included to brief personnel and participating persons on the risks involved, emergency procedures, and safeguards to be followed during the operation.
h. Personnel directly participating in the safe operation of the UAS Minimum Requirements. In accordance with this exemption, the operator must specify the minimum requirements for all flight personnel in the operating manual. The PIC at a minimum will be required to meet the certification standards specified in this exemption.
i. Communications. The operations manual must contain procedures to provide communications capability with participants during the operation. The operator can use oral, visual, or radio communications as along as the participants are apprised of the current status of the operation.
j. Accident Notification. The operations manual must contain procedures for notification and reporting of accidents in accordance with this exemption.

In accordance with this exemption, the operating manual and all other operating documents must be accessible to the PIC during UAS operations.

32. At least 72 hours prior to operations, the operator must submit a written Plan of Activities to the local FSDO having jurisdiction over the proposed operating area.

The Plan of Activities must include at least the following:
a. Dates and times for all flights. For seasonal or long-term operations, this can include the beginning and end dates of the timeframe, the approximate frequency (e.g., daily, every weekend), and what times of the day operations will occur. A new plan of activities must be submitted prior to each season or period of operations.
b. Name and phone number of the onsite person responsible for the operation.

NOT FOR REPRINT

c. Make, model, and serial or N-Number of each UAS to be used.
d. Name and certificate number of each UAS PIC involved in the operations.
e. A statement that the operator has obtained permission from property owners. Upon request, the operator will make available a list of those who gave permission.
f. Signature of exemption holder or representative stating the plan is accurate.
g. A description of the flight activity, including maps or diagrams of the area over which operations will be conducted and the altitudes essential to accomplish the operation.

In accordance with this exemption, the Plan of Activities and all other operating documents must be accessible to the PIC during UAS operations. A new Plan of Activities must be submitted should there be any changes to items (a) through (g).

Unless otherwise specified in this grant of exemption, the UAS, the UAS PIC, and the UAS operations must comply with all applicable parts of 14 CFR including, but not limited to, parts 45, 47, 61, and 91.

This exemption terminates on June 30, 2018, unless sooner superseded or rescinded.

Sincerely,

/s/
John S. Duncan
Director, Flight Standards Service

Enclosure

NO FLIGHT PERMIT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO
Any Operator with a valid Section 333 Grant of Exemption

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED
Operation of Unmanned Aircraft Systems in accordance with the operators' Section 333 Grant of Exemption at or below 400 feet Above Ground Level (AGL) in the National Airspace System (NAS).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE
N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions are set forth and attached.

This certificate has the same effective dates as the Grant of Exemption and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

/S/

FAA Headquarters, AJV-115
(Region)

Scott Gardner
(Signature)

Acting Manager, UAS Tactical Operations Section
(Title)

This COA terminates two years from the date of a valid Section 333 Grant of exemption, unless sooner superseded, rescinded or cancelled.

FAA Form 7711-1 (7-74)

NOT A PERMIT

STANDARD PROVISIONS

A. **General.**

1. The approval of this COA is effective only with an approved Section 333 FAA Grant of Exemption.

2. A copy of the COA including the special limitations must be immediately available to all operational personnel at each operating location whenever UAS operations are being conducted.

3. This authorization may be canceled at any time by the Administrator, the person authorized to grant the authorization, or the representative designated to monitor a specific operation. As a general rule, this authorization may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with the authorization is cause for cancellation. The operator will receive written notice of cancellation.

B. **Safety of Flight.**

1. The operator or pilot in command (PIC) is responsible for halting or canceling activity in the COA area if, at any time, the safety of persons or property on the ground or in the air is in jeopardy, or if there is a failure to comply with the terms or conditions of this authorization.

See-and-Avoid

Unmanned aircraft have no on-board pilot to perform see-and-avoid responsibilities; therefore, when operating outside of active restricted and warning areas approved for aviation activities, provisions must be made to ensure an equivalent level of safety exists for unmanned operations consistent with 14 CFR Part 91 §91.111, §91.113 and §91.115.

a. The pilot in command (PIC) is responsible:

- To remain clear and give way to all manned aviation operations and activities at all times,
- For the safety of persons or property on the surface with respect to the UAS, and
- For compliance with CFR Parts 91.111, 91.113 and 91.115

b. UAS pilots will ensure there is a safe operating distance between aviation activities and unmanned aircraft (UA) at all times.

c. Visual observers must be used at all times and maintain instantaneous communication with the PIC.

NOT A PERMIT

d. The PIC is responsible to ensure visual observer(s) are:

- Able to see the UA and the surrounding airspace throughout the entire flight, and
- Able to provide the PIC with the UA's flight path, and proximity to all aviation activities and other hazards (e.g., terrain, weather, structures) sufficiently for the PIC to exercise effective control of the UA to prevent the UA from creating a collision hazard.

e. Visual observer(s) must be able to communicate clearly to the pilot any instructions required to remain clear of conflicting traffic.

2. Pilots are reminded to follow all federal regulations e.g. remain clear of all Temporary Flight Restrictions, as well as following the exemption granted for their operation.

3. The operator or delegated representative must not operate in Prohibited Areas, Special Flight Rule Areas or, the Washington National Capital Region Flight Restricted Zone, except operations in the Washington DC Special Flight Rule Area may be conducted in accordance with FDC NOTAM 6/0126. Such areas are depicted on charts available at http://www.faa.gov/air_traffic/flight_info/aeronav/. Additionally, aircraft operators should beware of and avoid other areas identified in Notices to Airmen (NOTAMS) which restricts operations in proximity to Power Plants, Electric Substations, Dams, Wind Farms, Oil Refineries, Industrial Complexes, National Parks, The Disney Resorts, Stadiums, Emergency Services, the Washington DC Metro Flight Restricted Zone, Military or other Federal Facilities.

4. The unmanned aircraft will be registered prior to operations in accordance with Title 14 of the Code of Federal Regulations.

C. **Reporting Requirements**

1. Documentation of all operations associated with UAS activities is required regardless of the airspace in which the UAS operates. NOTE: Negative (zero flights) reports are required.

2. The operator must submit the following information through mailto:9-AJV-115-UASOrganization@faa.gov on a monthly basis:
   a. Name of Operator, Exemption number and Aircraft registration number
   b. UAS type and model
   c. All operating locations, to include location city/name and latitude/longitude
   d. Number of flights (per location, per aircraft)
   e. Total aircraft operational hours
   f. Takeoff or Landing damage

NOT A PERMIT

g. Equipment malfunctions. Reportable malfunctions include, but are not limited to the following:

(1) On-board flight control system

(2) Navigation system

(3) Power plant failure in flight

(4) Fuel system failure

(5) Electrical system failure

(6) Control station failure

3. The number and duration of lost link events (control, performance and health monitoring, or communications) per UA per flight.

4. Incident/Accident/Mishap Reporting
After an incident or accident that meets the criteria below, and within 24 hours of that incident, accident or event described below, the proponent must provide initial notification of the following to the FAA via email at mailto: 9-AJV-115-UASOrganization@faa.gov and via the UAS COA On-Line forms (Incident/Accident).

1. All accidents/mishaps involving UAS operations where any of the following occurs:

a. Fatal injury, where the operation of a UAS results in a death occurring within 30 days of the accident/mishap

b. Serious injury, where the operation of a UAS results in: (1) hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

c. Total unmanned aircraft loss

d. Substantial damage to the unmanned aircraft system where there is damage to the airframe, power plant, or onboard systems that must be repaired prior to further flight

e. Damage to property, other than the unmanned aircraft.

2. Any incident/mishap that results in an unsafe/abnormal operation including but not limited to

a. A malfunction or failure of the unmanned aircraft's on-board flight control system (including navigation)

b. A malfunction or failure of ground control station flight control hardware or software (other than loss of control link)

c. A power plant failure or malfunction

d. An in-flight fire

NOT A PERMIT

e. An aircraft collision involving another aircraft.

f. Any in-flight failure of the unmanned aircraft's electrical system requiring use of alternate or emergency power to complete the flight

g. A deviation from any provision contained in the COA

h. A deviation from an ATC clearance and/or Letter(s) of Agreement/Procedures

i. A lost control link event resulting in

(1) Fly-away, or

(2) Execution of a pre-planned/unplanned lost link procedure.

3. Initial reports must contain the information identified in the COA On-Line Accident/Incident Report.

4. Follow-on reports describing the accident/incident/mishap(s) must be submitted by providing copies of proponent aviation accident/incident reports upon completion of safety investigations.

5. Civil operators and Public-use agencies (other than those which are part of the Department of Defense) are advised that the above procedures are not a substitute for separate accident/incident reporting required by the National Transportation Safety Board under 49 CFR Part 830 §830.5.

6. For other than Department of Defense operations, this COA is issued with the provision that the FAA be permitted involvement in the proponent's incident/accident/mishap investigation as prescribed by FAA Order 8020.11, Aircraft Accident and Incident Notification, Investigation, and Reporting.

D. **Notice to Airmen (NOTAM).**

A distant (D) NOTAM must be issued when unmanned aircraft operations are being conducted. This requirement may be accomplished:

a. Through the operator's local base operations or NOTAM issuing authority, or

b. By contacting the NOTAM Flight Service Station at 1-877-4-US-NTMS (1-877-487-6867) not more than 72 hours in advance, but not less than 24 hours prior to the operation, unless otherwise authorized as a special provision. The issuing agency will require the:

(1) Name and address of the pilot filing the NOTAM request

(2) Location, altitude, or operating area

(3) Time and nature of the activity.

(4) Number of UAS flying in the operating area.

NOT A PERMIT

AIR TRAFFIC CONTROL SPECIAL PROVISIONS

A. **Coordination Requirements.**

1. Operators and UAS equipment must meet the requirements (communication, equipment and clearance) of the class of airspace they will operate in.

2. Operator filing and the issuance of required distance (D) NOTAM, will serve as advance ATC facility notification of UAS operations in an area.

3. The area of operation defined in the NOTAM must only be for the actual area to be flown for each day defined by a point and the minimum radius required to conduct the operation.

4. Operator must cancel NOTAMs when UAS operations are completed or will not be conducted.

5. Coordination and de-confliction between Military Training Routes (MTRs) is the operator's responsibility. When identifying an operational area the operator must evaluate whether an MTR will be affected. In the event the UAS operational area overlaps an MTR, the operator will contact the scheduling agency 24 hours in advance to coordinate and de-conflict. Approval from the scheduling agency is not required. Scheduling agencies are listed in the Area Planning AP/1B Military Planning Routes North and South America, if unable to gain access to AP/1B contact the FAA at email address mailto:9-AJV-115-UASOrganization@faa.gov with the IR/VR routes affected and the FAA will provide the scheduling agency information. If prior coordination and de-confliction does not take place 24 hours in advance, the operator must remain clear of all MTRs.

B. **Communication Requirements.**

When operating in the vicinity of an airport without an operating control tower, announce your operations in accordance with the FAA Aeronautical Information Manual (AIM) 4-1-9 Traffic Advisory Practices at Airports without Operating Control Towers.

C. **Flight Planning Requirements.**

Note: For all UAS requests not covered by the conditions listed below, the exemption holder may apply for a new Air Traffic Organization (ATO) Certificate of Waiver or Authorization (COA) at https://oeaaa.faa.gov/oeaaa/external/uas/portal.jsp
This COA will allow small UAS (55 pounds or less) operations during daytime VFR conditions under the following conditions and limitations:

(1) At or below 400 feet AGL; and

(2) Beyond the following distances from the airport reference point (ARP) of a public use airport, heliport, gliderport, or seaport listed in the Airport/Facility Directory, Alaska

NOT A PERMIT

Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications.

a) 5 nautical miles (NM) from an airport having an operational control tower; or

b) 3 NM from an airport having a published instrument flight procedure, but not having an operational control tower; or

c) 2 NM from an airport not having a published instrument flight procedure or an operational control tower; or

d) 2 NM from a heliport

D. **Emergency/Contingency Procedures.**

1. Lost Link/Lost Communications Procedures:

   a. If the UAS loses communications or loses its GPS signal, the UA must return to a pre-determined location within the private or controlled-access property and land.
   b. The PIC must abort the flight in the event of unpredicted obstacles or emergencies.

2. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries defined in this COA must be reported to the FAA via email at mailto:9-AJV-115-UASOrganization@faa.gov within 24 hours. Accidents must be reported to the National Transportation Safety Board (NTSB) per instructions contained on the NTSB Web site: **www.ntsb.gov**

AUTHORIZATION

This Certificate of Waiver or Authorization does not, in itself, waive any Title 14 Code of Federal Regulations, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the operator to resolve the matter. This COA does not authorize flight within Special Use airspace without coordinating and de-conflicting with the scheduling agency. The operator is hereby authorized to operate the small Unmanned Aircraft System in the National Airspace System.

NOT A PERMIT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

EPT, LLC
Responsible Person: Michael-Ryan Fletchall
Waiver Number: 107W-2017-02202

ADDRESS –

601 East Charleston Blvd, #100
Las Vegas, NV 89104

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Night small unmanned aircraft system (sUAS) operations.

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

14 CFR § 107.29 Daylight operation

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached to and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

NOTE—This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions Nos. 1 to 11, inclusive, are set forth on the attached pages.

This Certificate of Waiver is effective from July 3, 2017 to July 31, 2021 and is subject to cancellation at any time upon notice by the Administrator or an authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

General Aviation and Commercial Division, AFS-800

NOT A PERMIT

SPECIAL PROVISIONS ISSUED TO
EPT, LLC

General.

The FAA's Flight Standards Service has reviewed your application to ensure compliance with the requirements of 14 CFR § 107.200. The Administrator finds that the proposed sUAS operation can be conducted safely under the provisions of this Certificate of Waiver (Waiver) as listed below, because you have established adequate mitigations for risks involved with operating your sUAS in the manner you described. Adherence to the provisions of this Waiver establishes the required level of safety within the national airspace system.

This Waiver may be canceled at any time by the Administrator, the person authorized to grant the Waiver, or the representative designated to monitor a specific operation. As a general rule, this Waiver may be canceled when it is no longer required, there is an abuse of its provisions, or when unforeseen safety factors develop. Failure to comply with any provision listed below is a violation of the terms of this Waiver and may serve as justification for cancellation.

List of Regulations Waived by Section and Title. The following regulations are waived:

14 CFR § 107.29, Daylight operation, is waived to allow sUAS operations during night.

Common Special Provisions. The Responsible Person is directly responsible for safety of operations conducted under this Waiver and will ensure the remote Pilot in Command (PIC), manipulator of the controls, and Visual Observer (VO) complies with all provisions of this Waiver.

1. The Responsible Person listed on the Waiver is responsible to the FAA for the safe conduct of the operations. Prior to conducting operations that are the subject of this Waiver, the responsible person:
   a. Must ensure the remote PIC, manipulators of the controls, and VO are informed on the terms and provisions of this Waiver and the strict observance of the terms and provisions herein;
   b. Must ensure the remote PIC, manipulators of the controls, and VO are informed and familiar with part 107 regulations not waived; and
   c. The above must be documented and must be presented for inspection upon request from the Administrator or an authorized representative.

2. This Waiver must not be combined with any other waiver(s), authorizations(s), or exemption(s) without specific authorization from the FAA;

3. The FAA has the authority to cancel or delay any or all flight operations if the safety of persons or property on the ground or in the air, are in jeopardy or there is a violation of the terms of this Waiver;

4. Operations under this Waiver may only be conducted in Class G airspace unless a separate airspace Certificate of Waiver or Authorization specifically stating that night operations may be conducted in controlled airspace is received from the FAA, in accordance with § 107.41. The airspace Certificate of Waiver or Authorization to operate at night must be requested separately, and is not part of this Waiver;

5. A copy of this Waiver must be available during sUAS operations that are the subject of this Waiver;

6. The Responsible Person listed on this Waiver must maintain a current list of pilots by name and remote pilot certificate number used in the Waiver holder's operations. This list must be presented for inspection upon request from the Administrator or an authorized representative;

NOT A PERMIT

7. The Responsible Person listed on this Waiver must maintain a current list of small unmanned aircraft (sUA) by registration number(s) used in the Waiver holder's operations. This list must be presented for inspection upon request from the Administrator or an authorized representative;

Night sUAS Operations Special Provisions. sUAS operations may be conducted at night, as defined in 14 CFR § 1.1, provided:

8. All operations under this Waiver must use one or more VO;

9. Prior to conducting operations that are the subject of this Waiver, the remote PIC and VO must be trained, as described in the Waiver application, to recognize and overcome visual illusions caused by darkness, and understand physiological conditions which may degrade night vision. This training must be documented and must be presented for inspection upon request from the Administrator or an authorized representative;

10. The area of operation must be sufficiently illuminated to allow both the remote PIC and VO to identify people or obstacles on the ground, or a daytime site assessment must be performed prior to conducting operations that are the subject of this Waiver, noting any hazards or obstructions; and

11. The sUA must be equipped with lighted anti-collision lighting visible from a distance of no less than 3 statute miles. The intensity of the anti-collision lighting may be reduced if, because of operating conditions, it would be in the interest of safety to do so.

NOT A PERMIT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO
Drone Tech Aerial LLC

POC PHONE NUMBER
310-748-9978

Jaron Denson

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Operations under this certificate of authorization are limited to the maximum altitude listed below. This altitude is an absolute value and it shall not be added to the height of any structures**.**

Class of Airspace: **C**
At or Below: Altitudes in Accordance with Published UAS Facility Map
Under the Jurisdiction of: Burbank Airport Traffic Control Tower, CA (KBUR)
Airport Identifier: KBUR

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions 1 thru 3, inclusive, are set forth in this authorization.

This certificate 2017-P107-ATO-16101 is effective from April 18, 2018 to September 30, 2018, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

SCOTT JAMES GARDNER
Digitally signed by SCOTT JAMES GARDNER
Date: 2018.04.16 07:44:33 -04'00'

FAA Headquarters, AJV-115
(Region)

Scott J. Gardner
(Signature)

April 16, 2018
(Date)

Acting Manager, UAS Tactical Operations Section
(Title)

FAA Form 7711-1 (7-74)

NOT A PERMIT

SPECIAL PROVISIONS

1. CONTACT INFORMATION:

a. Jaron Denson is the person designated as responsible for the overall safety of UAS operations under this Certificate of Waiver or Authorization. During UAS operations for on-site communication/recall, the Responsible Person shall be continuously available for direct contact at 310-748-9978 by Burbank Air Traffic Control Tower (KBUR) or designated representative.

b. The Responsible Person listed on this Authorization must maintain a current list of pilots by name and the remote pilot certificate number(s) associated with the Authorization holder's operation. This list must be presented for inspection upon request from the Administrator or an authorized representative.

2. SCHEDULE OF FLIGHT OPERATIONS:

a. This Certificate of Waiver or Authorization and the Special Provisions shall be in effect between civil sunrise and civil sunset local time.

b. This airspace authorization does not relieve the remote pilots from the responsibility to check the airspace they are operating in and comply with all restrictions that may be present in accordance with see 14 CFR 107.45 and 107.49 (a)(2), such as restricted and Prohibited Airspace, Temporary Flight Restrictions, etc.

c. The facility may disapprove, terminate, restrict, or delay UAS flight operations covered by this authorization at any time.

d. The operator is responsible for reviewing the published UASFM at http://uas-faa.opendata.arcgis.com/ prior to each flight to ensure that no changes have been made to the map, i.e., altitude changes, airspace modifications, etc. **If you need to operate at an altitude that is <u>not</u> in accordance with the published UASFM, you must apply for a new authorization requesting that altitude.**

3. EMERGENCY/CONTINGENCY PROCEDURES - Lost Link/Lost Communications Procedures:

a. If the UAS loses communications or loses its GPS signal, the UAS must return to a pre-determined location within the operating area and land.

b. The PIC must abort the flight in the event of unpredicted obstacles or emergencies.

NOT A PERMIT

I **UNITED STATES OF AMERICA** XI

DEPARTMENT OF TRANSPORTATION ▪ FEDERAL AVIATION ADMINISTRATION

IV NAME
JARON JAMES DENSON

V ADDRESS 6766 WANDERMERE RD
MALIBU CA 90265-4136

VI NATIONALITY USA	SEX	HEIGHT	WEIGHT	HAIR	EYES
IVa D.O.B. 29 JUL 1985	M	70	145	BROWN	BLUE

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II PRIVATE PILOT
III CERTIFICATE NUMBER 3825927
X DATE OF ISSUE 24 AUG 2015

XIV
VIII ADMINISTRATOR

I **UNITED STATES OF AMERICA** XI

Permit

DEPARTMENT OF TRANSPORTATION ▪ FEDERAL AVIATION ADMINISTRATION

IV NAME
JARON JAMES DENSON

V ADDRESS 6766 WANDERMERE RD
MALIBU CA 90265-4136

U

VI NATIONALITY USA	SEX	HEIGHT	WEIGHT	HAIR	EYES
IVa D.O.B. 29 JUL 1985	M	70	145	BROWN	BLUE

A

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II REMOTE PILOT
III CERTIFICATE NUMBER 3938310
X DATE OF ISSUE 20 SEP 2016

S

XIV
VIII ADMINISTRATOR

CALIFORNIA USA DRIVER LICENSE

DL D2812781
CLASS CM1
EXP 07/29/2020
END NONE
LN DENSON
FN JARON JAMES
6766 WANDERMERE RD
MALIBU, CA 90265
DOB 07/29/1985
RSTR NONE
07291985

SEX M HAIR BRN EYES BLU
HGT 5'-10" WGT 140 lb
ISS
DD 12/07/2010636RB/CCFD/20 06/09/2015